AIR FORCE FLIGHT TEST CENTER

CAREER OPPORTUNITIES

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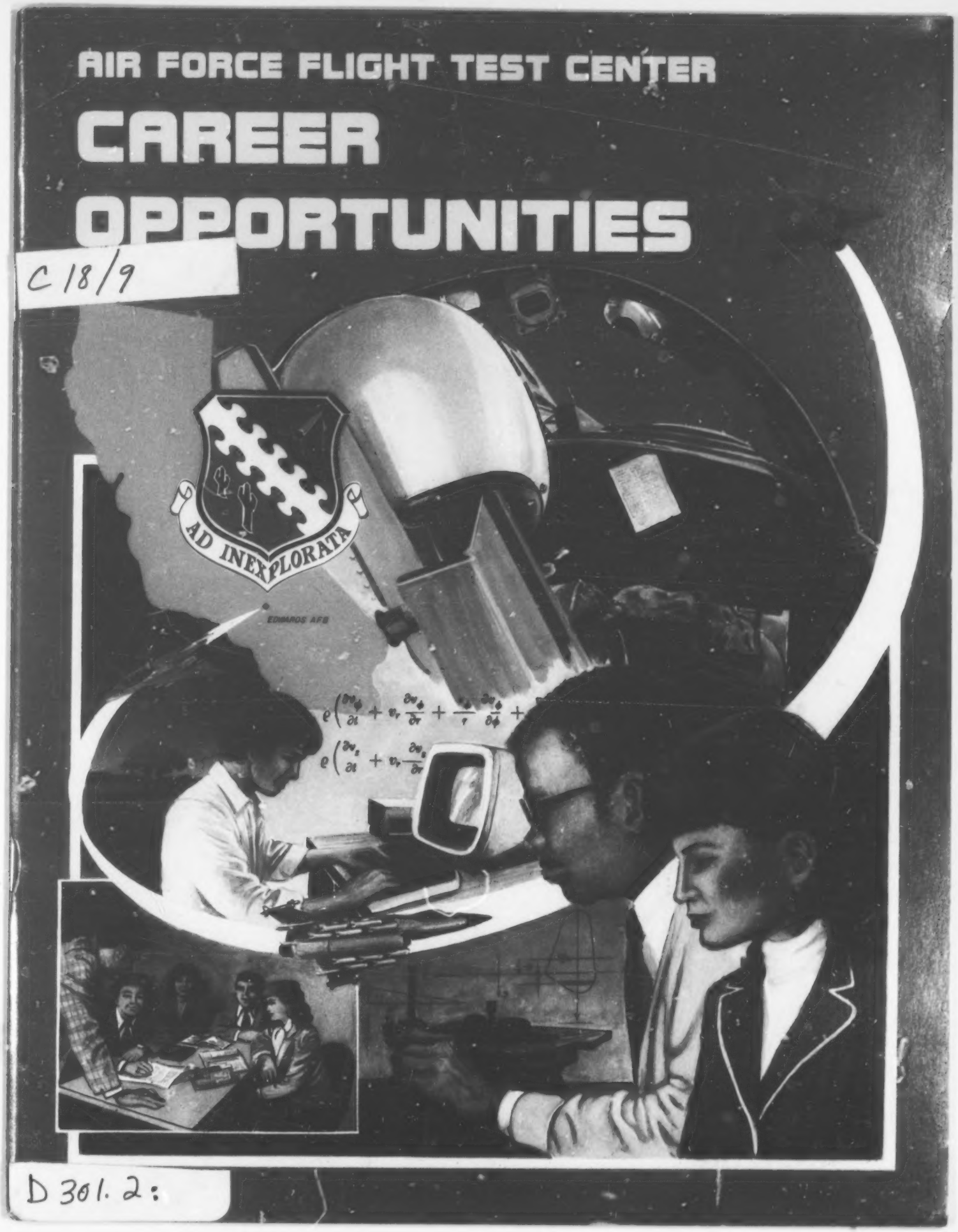

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Welcome to the Air Force Flight Test Center, the frontier of aerospace technology and development. We are a highly diversified team of professionals consisting of 8000 engineers, scientists, pilots, and other mission support personnel, both military and civilian. Our exciting job is to test new and modified combat airplanes and highly advanced research aircraft.

We would like to share this experience with you. Please join us as we describe our work in more detail, tell you what we're doing now, and give you some insight as to what our future holds. If you enjoy working with the best people and equipment in the world, you may find a place with us!

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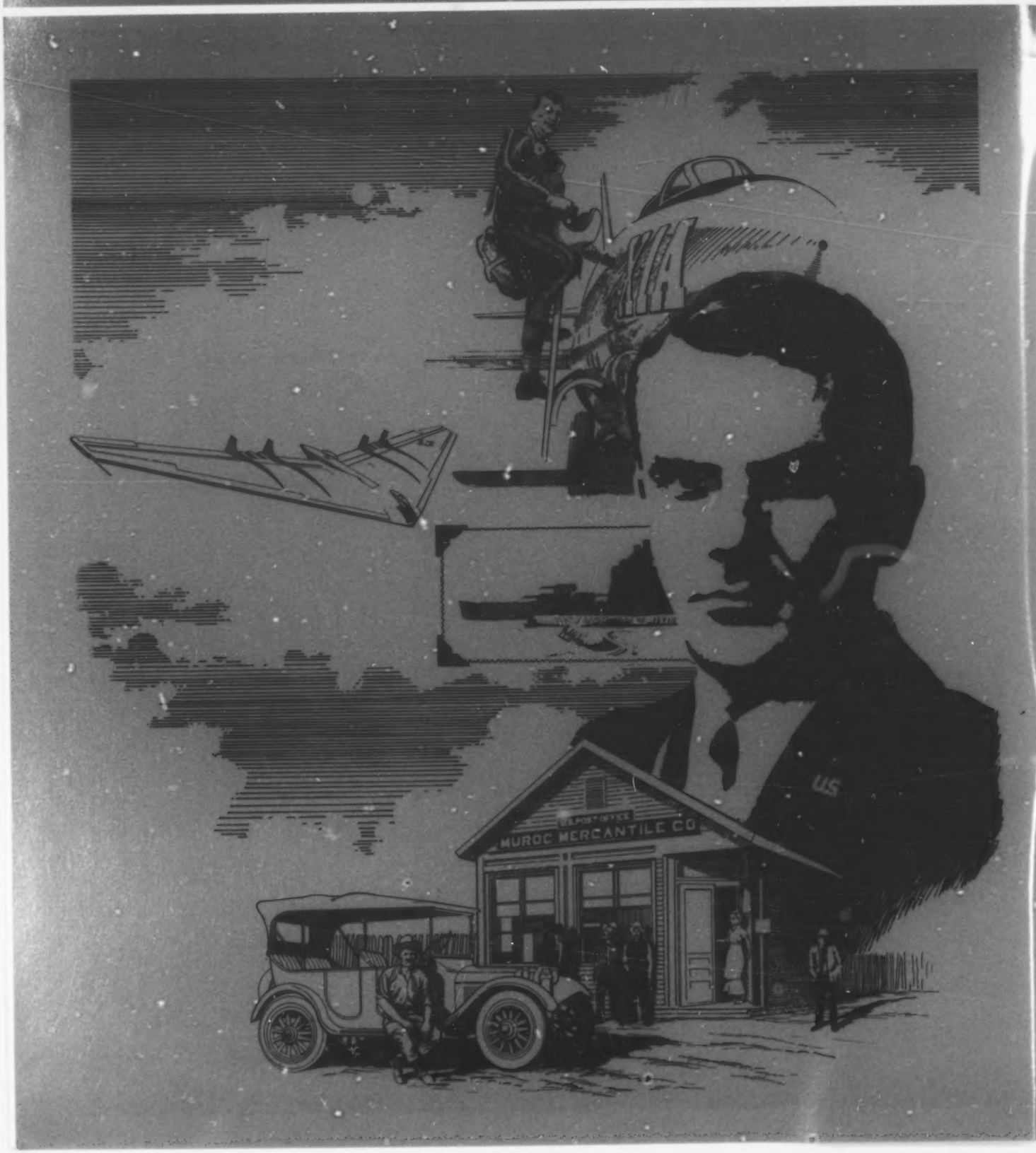
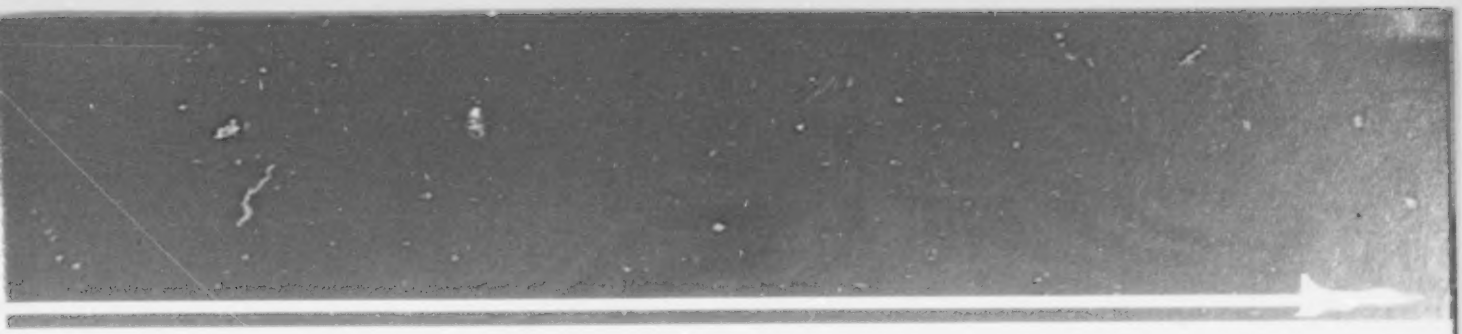
HISTORY





Bell XP-59A, America's first jet aircraft.

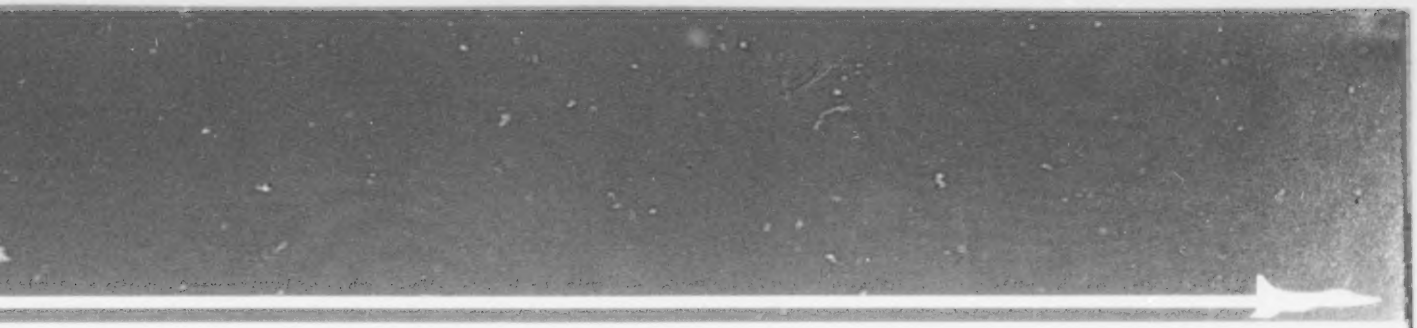
Left: Captain Chuck Yeager next to the Bell X-1 in which he broke the sound barrier on 14 October 1947.
Below: North American F-107A during flight test.

Let's begin in 1910 when the Corum family first settled in the area near Rogers Dry Lake, California. In honor of their family name, they decided to call their new town "Corum". The Postal Service rejected this notion because the name sounded too much like another California town, but the Corums persisted and reversed the letters of their name to obtain "Muroc". Thus, Muroc was born.

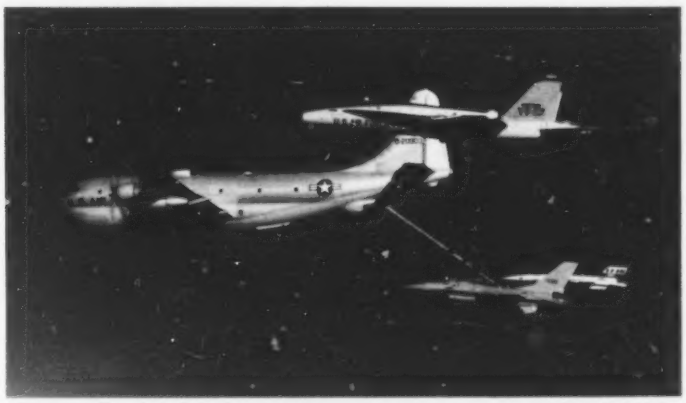
The military first discovered the Muroc area in 1933 when the Army Air Corps was looking for locations for practice bombing ranges. Throughout World War II, the area was used for training fighter and bomber crews, as well as for some early flight testing, most notably that of the XP-59A beginning in late 1942. Soon after the XP-59A started flying, the Army began to appreciate the advantages this area offered for flight testing: ideal flying weather 350 days a year and a ready-made emergency landing field on the dry lake bed. Muroc Army Air Field, as it had been named, became Muroc Air Force Base in February 1948. The base was redesignated Edwards Air Force Base a year later in honor of Captain Glen W. Edwards. Captain Edwards was killed while flight testing the experimental YB-49 "Flying Wing" on 5 June 1948. The Air Force Flight Test Center (AFFTC) was activated at Edwards on 25 June 1951 by the Air Research and Development Command, which was later renamed the Air Force Systems Command. Air Force Systems Command still owns and operates the facility. During this time, the Flight Test Center became known for leading the world in aviation achievements.

Above: Boeing B-52 dropping a North American X-15.
Right: North American XB-70A with a Convair B-58 safety chase.

Many historical first flights have occurred at Edwards. On 1 October 1942, the XP-59A roared into the cool desert sky, marking America's first jet flight. Only five years later, Captain Charles E. "Chuck" Yeager became the first man to break the sound barrier when he rocketed the Bell X-1 into supersonic flight on 14 October 1947. During the 1959-1968 period, the X-15 rocket research aircraft flew 199 missions and set several altitude and speed records including a flight in excess of 67 miles altitude and an unofficial world speed record of 4,520mph, almost seven times the speed of sound. Also during this period, a number of "lifting body" concepts began. One such design, the X-24B, became the first lifting body to land on a surfaced runway instead of the dry lake bed. By the time the program was completed in November 1975, technology had been demonstrated which would later appear on the Space Shuttle, now a frequent visitor to the Center.



Right: General Dynamics YF-16 prototypes and Northrop YF-17 prototype refueling behind a Boeing KC-97.
Below: F-16XL during flight test.

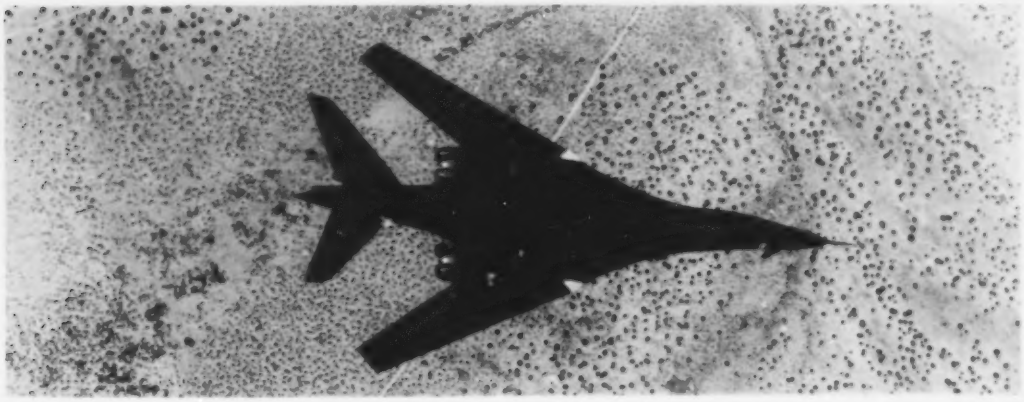


The aircraft designs that we have tested have always been the current state-of-the-art. We have seen airplanes such as the Century Series Air Force fighters of the 1950s, the XB-70 in the 1960s, the F-15, F-16, and A-10 in the early 1970s, the YC-14 and YC-15 in the late 1970s, and the B-1B, F-20, and F-16XL of today. We continue to see the newest aircraft designs and concepts, as exemplified by the arrival of the X-29 in October 1984, representing the first new "X-series" plane in 15 years. Because of this heritage and great wealth of developed expertise in the field of flight testing, we have great confidence and high expectations in our future. For these reasons we invite you to join us so that you too may have a part in the history of aviation.

Evaluating modern, super-sophisticated aerospace weapon systems requires a host of engineering and scientific disciplines and specialties. Let's look at a few of these and see how they relate to our overall job of developing airplanes for the United States.

FLIGHT DYNAMICS

- AEROSPACE ENGINEER
- MECHANICAL ENGINEER



Rockwell B-1B over Mojave Desert.

Above: Lynn Herzig (BSAE, Purdue University) accesses the central computer for performance data reduction.
Right: Theresa Regis (BSME, Cal State Northridge) and Bill Jacon (BSAE, University of Michigan) compare flight data against analytical data.

Someone must determine whether or not an airplane flies the way it is designed to fly. In flight dynamics, we do just that: we establish and maintain test expertise for both aircraft and simulators. We serve as project engineers for each test project and thus plan, conduct, analyze, and report our evaluations of the aircraft. Occasionally, our engineers have the opportunity to fly in the airplanes to further enhance their perceptive evaluations. Let's look a little closer at the work that we do.

For starters, we do extensive testing on tactical, strategic, and special-purpose aircraft. With each aircraft, we perform detailed tests involving the classical disciplines of performance, flying qualities, propulsion, and flight con-

Above: Monitoring flights in a control room is an important part of the engineers' job.
Right: Mark Crawford (BSAE, Cal Poly/San Luis Obispo; MSSM, USC) inspects his F-4 ejection seat prior to a safety chase mission.

trols. We broaden our technological base and improve our future capabilities by closely interacting with the various companies that design and build the aircraft.

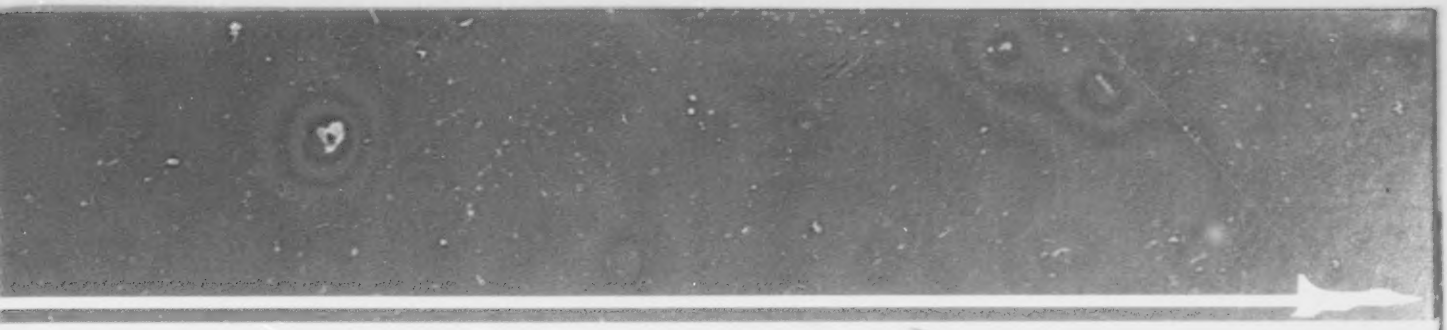
When we conduct performance evaluations, we basically find out how far a plane can fly, how fast it can go, how high it can climb, and how long it takes to get somewhere. However, we are equally concerned with the landing and take off capabilities and how well it meets the design objectives the Air Force has set for it. With flying qualities, we determine how well the airplane flies and how well it recovers from upset attitudes, including intentional spins. In these tests, we rely heavily on the abilities of a highly-trained test pilot to maneuver the aircraft under extremely adverse conditions. With the performance and flying qualities data we obtain, we can determine if the plane is genuinely capable of performing its assigned mission.

Left: Sheryl Tierney (BSAE, University of Kansas) and Lt John Humphries discuss stability parameters with the test pilot, Lt Col Ed Thomas.
Below: Grumman X-29 in formation with one of NASA's Lockheed F-104s.

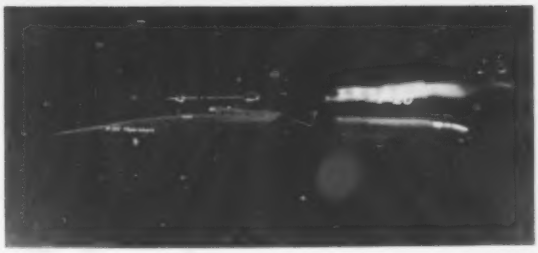
We also test the aircraft engines. Since the days of the Wright brothers, efficiency and reliability of engines have often been the determining factors of the overall success, or failure, of an airplane. Therefore, we test the engines at conditions up to and beyond their normal operating limits to determine a safe operating envelope. Our goal is to ensure that the operational pilots will not encounter any surprises as they carry out their combat roles.

AVIONICS AND ARMAMENT

- AEROSPACE ENGINEER
- ELECTRICAL ENGINEER
- COMPUTER SCIENTIST
- ELECTRO/OPTICIAN



Clockwise from Left: McDonnell Douglas F-15C. Glenn Lahde (BSAE, Cal Poly/San Luis Obispo) demonstrates a digitizer to Lt. Chuck Beane while Dave Stroup (BSAOE, MSEE, Virginia Tech) records the data. Northrop F-20 firing an AIM-9 sidewinder missile.

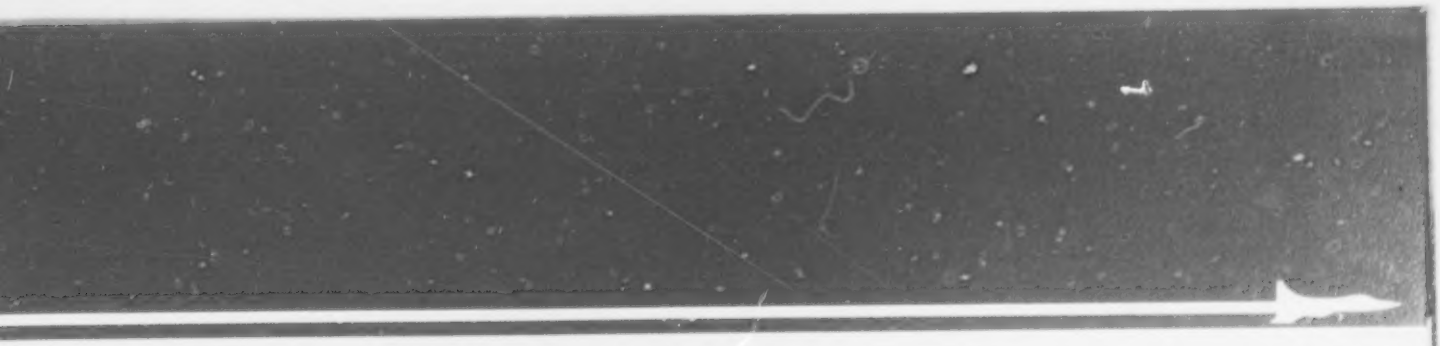


In the avionics and armament disciplines, we establish and maintain the expertise for flight testing the country's latest and most advanced airborne weapons systems. While conducting our current system evaluations, we must also formulate avionics and test philosophy, techniques, and policies for the future. Thus, we are constantly developing test facilities and resource requirements for the Center. Our engineers sometimes fly on the test airplanes to familiarize them with operational techniques, concepts and associated problems. Let's look at some of the specific work we do in this field.

To begin, we do extensive testing with both defensive and offensive avionics. Our work with defensive avionics includes threat warning, active and passive radar, and countermeasures for infrared, optical, laser and communications systems. Our offensive avionics tests are focused primarily towards radar, infrared, optical and laser navigation systems. We create models of standard offensive avionics systems and use these models to predict and study overall system performance.

Sikorsky HH-60D Night Hawk helicopter

Naturally, we are concerned with the successful delivery of weapons. Therefore, we also test the aircraft armament systems. We fire guns, drop bombs, deliver guided weapons, and evaluate stores separations. In addition, we test such concepts as weapons integration and delivery aids (gunsights, bombsights, etc.) and even support nuclear certification. Our goal is to ensure that the launch envelope is properly defined and documented, that delivery aids are useful to the pilots, and that the weapon systems can effectively put ordinance on a target.

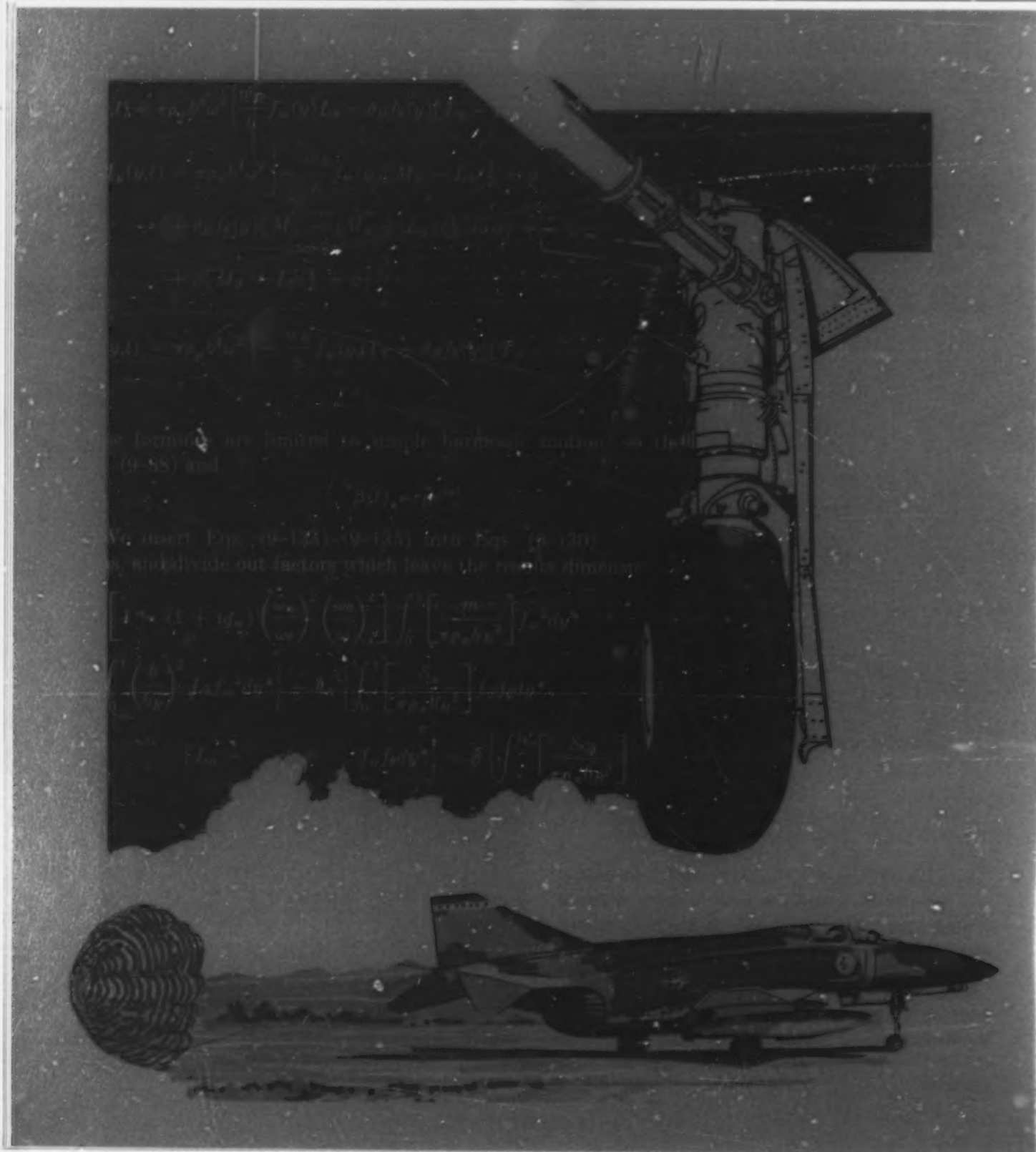


Left: Steve Shimer (BSEE, Cal Poly/San Luis Obispo; MSEE, University of New Mexico) adjusts the head-up display on a LANTIRN (Low Altitude Navigation Targeting Infra-Red at Night) F-16 prior to a flight.
Below: Advanced Fighter Technology Integration (AFTI) F-16.

One final function that we carry out is verifying system integration. We evaluate large, integrated avionics systems such as multisensor navigation systems, interconnected offensive and defensive avionics suites, data bus systems, and multifunction sensor systems. In addition, we analyze electromagnetic interference and antenna patterns, as well as their effect on the operation of avionics and armament systems.

AIR FRAME SYSTEMS

- AEROSPACE ENGINEER
- ELECTRICAL ENGINEER
- MECHANICAL ENGINEER
- PSYCHOLOGIST
- PHYSICIST

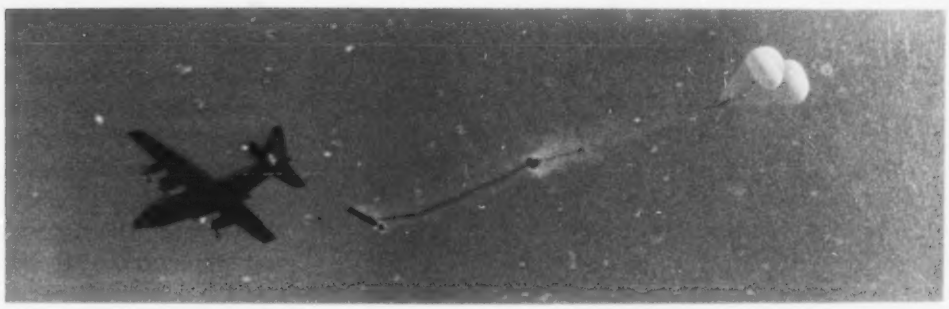


Kelly Adams (BSAE, Cal Poly/San Luis Obispo; MSSM, USC) observes an approaching test aircraft in the boomer's bay of a KC-135.

In the airframe systems discipline, we work with all the airframe and subsystem components of the airplanes. Our work ranges from structural dynamics and systems analysis to human factors engineering. We are responsible for developing, conducting, and reporting on these highly-diversified flight and ground tests. We also estimate the resource development and scheduling requirements for their support. Tests may be conducted from the ground in our mission control center or onboard the test aircraft in flight. We have several major specialties in this field.

One of our specialties is decelerating devices. We test such decelerators as aircraft arresting systems, parachutes, and landing gear/brake systems. We also evaluate cargo handling and extraction systems, as well as the air delivery techniques which use these systems. Finally, we provide technical expertise for aircraft payload tests and analyses. Because of the uniqueness of this specialty, we must provide you with the training required to do your job.

We also specialize in structural dynamics. In this specialty, we focus most of our attention on the testing and structural analysis of flutter, ground vibration, taxi dynamics, and aeroelastic effects. We conduct these evaluations



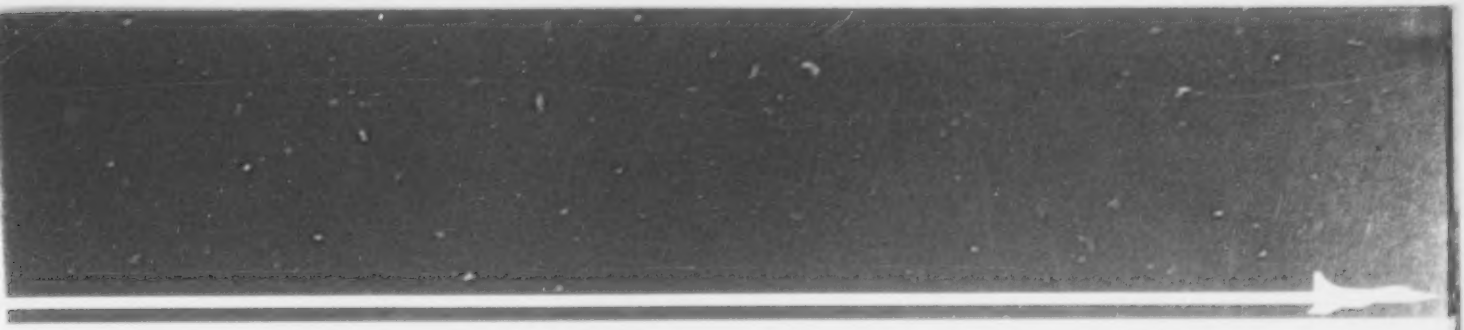
Lockheed C-130 executing an air drop.

George Spongberg (BSAE, San Diego State University) records data while Steve Leas (BSME, Fresno State University) investigates temperature variations on a B-1B main gear truck.

by creating test-derived mathematical models of the aircraft's structure and by determining structural stability boundaries. We also provide crucial advice and predictive analysis on the structural adequacy of proposed aircraft modifications.

In addition, we conduct tests on such systems as fuel, hydraulic, and environmental control units. We have responsibility for all Air Force air-refueling qualification tests on tankers and receivers. Approximately half of our subsystem's effort is dedicated to climatic tests where we examine the effects of extreme temperatures (hot and cold) and humidity. To accomplish these tests, we use climatic labs and specially-modified airborne icing airplanes.

We are very interested in the human factors aspect of any aircraft we test because the systems won't work without people. Thus, we work with the man/machine interface evaluation of cockpit environment, controls, displays, lighting, and maintenance of aircraft and support equipment. Our goal is to make sure that these vital operations are compatible with the aircrew's capabilities and limitations. To understand the intriguing interaction of man and machine, we employ a unique blend of engineers and psychologists.

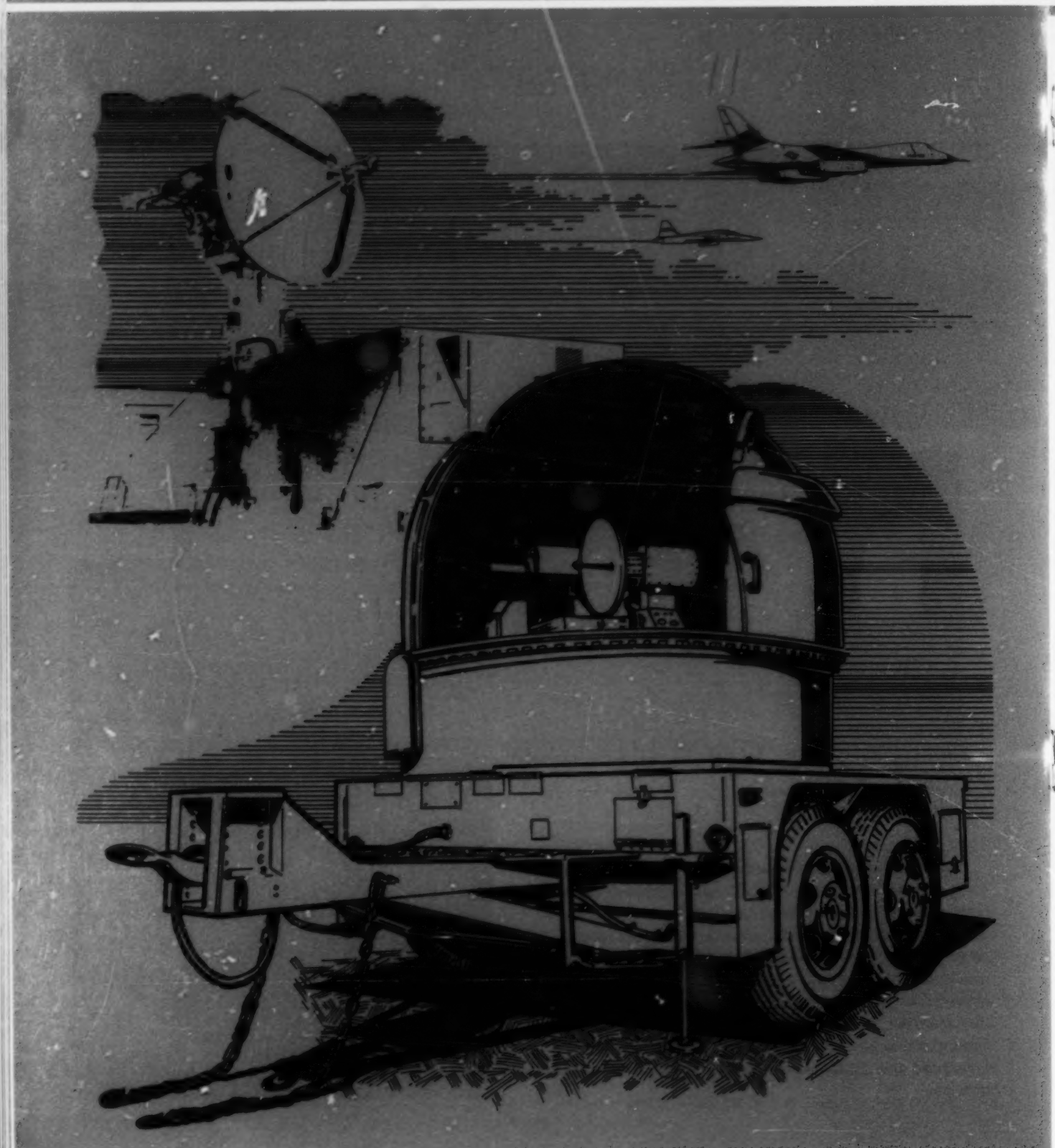


Counterclockwise from below: A McDonnell Douglas F-4E taxis over runway mats for vibration tests. A General Dynamics F-16A undergoing climatic tests at Eglin Air Force Base, Florida, where some off-site testing is conducted. Jan Stoliker (BA, Cal State Northridge) determines crew station compatibility in the B-1B mock-up while Lt Mike Herbert assists.

Finally, we specialize in the determination of the reliability and maintainability of aircraft systems. Our evaluations involve the acquisition of maintenance and operator data, analyses of these data, and comparisons of the measured results against contractual and operational requirements. We consider not only subsystems, but the entire aircraft. Our goal, of course, is to ensure that we have a system which we can keep in our inventory for a reasonable number of years at minimal cost. We use computer systems to compile and present quantitative data products for our analyses.

TEST SUPPORT SYSTEMS DEVELOPMENT

- AEROSPACE ENGINEER
- ELECTRICAL ENGINEER
- MECHANICAL ENGINEER
- PHYSICIST



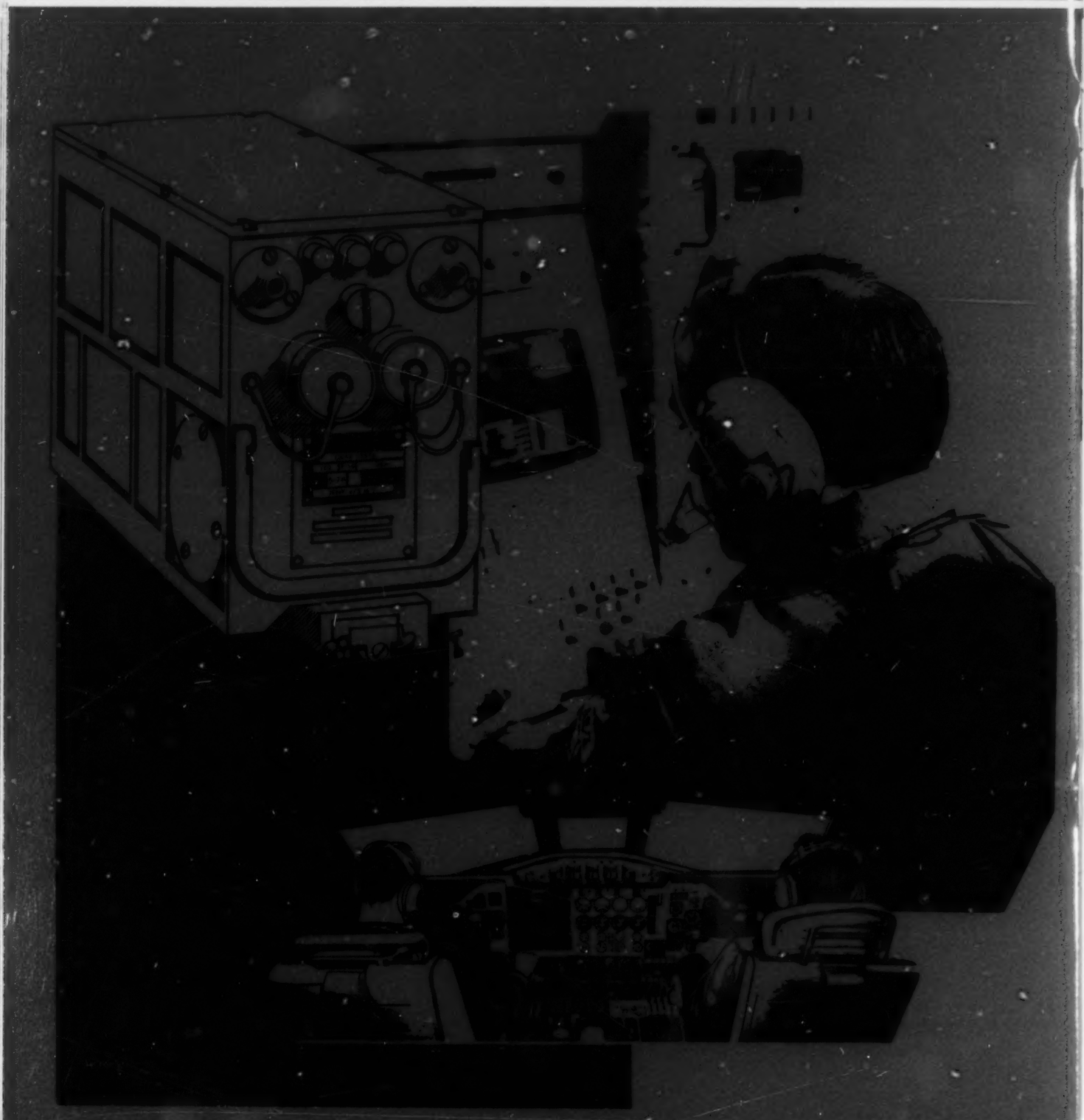
Clockwise from Upper Right: The arrival of the first Fairchild T-46 was preceded by months of planning. The Center continually updates and replaces equipment to meet the needs of future test programs. The introduction of the Integrated Flight Data Processing System (IFDAPS) control room, as a replacement of the old strip chart rooms, represents the culmination of years of preparations.

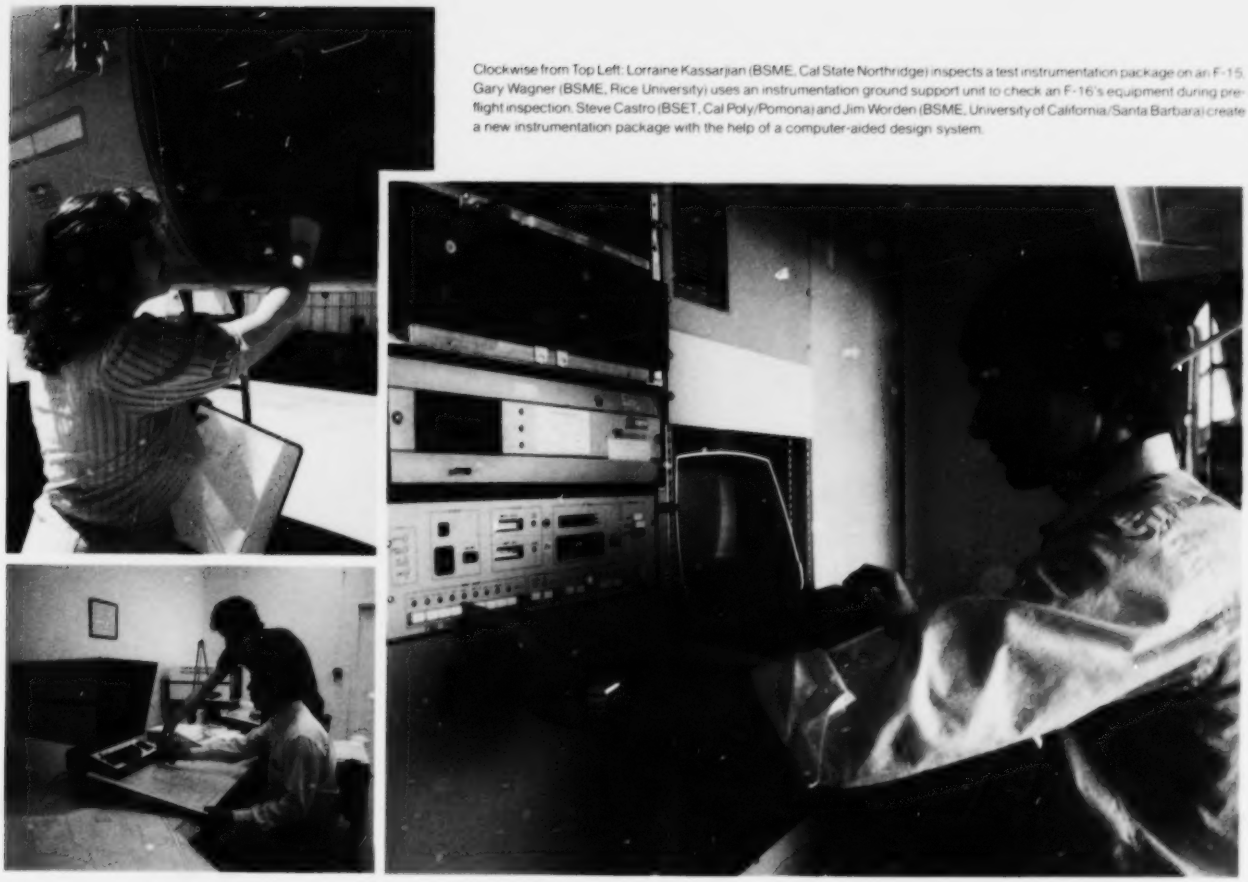
We support the actual flight test mission with the development of specialized test support systems. Since we must ensure the compatibility of new engineering developments with our existing facilities, our work begins during the planning phase of a project. We then coordinate and implement the development of technical facilities and advanced test techniques to support flight test of aircraft and aircraft systems. If we do not have the proper test-monitoring facilities, we prepare an acquisition package so that we will have them in time to carry out the tests on schedule.

We also develop advanced test techniques and analytical methods to evaluate the aircraft and weapon system characteristics. Thus, we provide consultation for flight test requirements and for analysis methods which will help solve problems that might appear. This expertise is vital for the success of the overall mission.

INSTRUMENTATION

- ELECTRICAL ENGINEER
- MECHANICAL ENGINEER
- COMPUTER SCIENTIST
- PHYSICIST





Clockwise from Top Left: Lorraine Kassarjian (BSME, Cal State Northridge) inspects a test instrumentation package on an F-15. Gary Wagner (BSME, Rice University) uses an instrumentation ground support unit to check an F-16's equipment during pre-flight inspection. Steve Castro (BSET, Cal Poly/Pomona) and Jim Worden (BSME, University of California/Santa Barbara) create a new instrumentation package with the help of a computer-aided design system.

As with any test work, flight testing needs extensive instrumentation to document and quantify events as they occur. In instrumentation, we provide the data acquisition systems and associated support for all the Center's test programs. We determine the instrumentation requirements, design and integrate the instrument layouts, and provide engineering support during the fabrication and installation phases. In addition, we carry out such routine functions as calibrating the instruments, making modifications to them, and repairing them on a daily basis. Finally, we coordinate and control the installation of all test-related modifications to the airplanes.

Much of the instrumentation work we do is unique because of the nature of testing in the first place. We must continually design and integrate systems that will never be seen in an operational capacity, yet are indispensable in respect to aircraft development. We also have the task of fitting equipment into an aircraft which is already full. This responsibility adds a new dimension to the design and integration aspect of our task in that we must use innovative techniques to miniaturize and compact our equipment to fit in what little space we have available.

OPERATIONS ENGINEERING

- AEROSPACE ENGINEER
- MECHANICAL ENGINEER
- COMPUTER SCIENTIST

Clockwise for Upper Left: Marc Trinklein (BSAE, University of Tennessee) reviews flight cards prior to a chase mission in a T-38. Preflight and post-flight briefings are a part of every test mission. Carl Dane (BSAE, Cal Poly/Pomona) inspects an F-15's engine instrumentation before an engine evaluation mission.

As operations engineers, we ensure that the aircraft and all support systems are configured properly for any given test mission. We confirm that the instrumentation required is onboard, that any ordinance required is located at the proper station on the airplane, and that the aircraft in general will be capable of performing its tests. Once we have completed this task, we prepare the test cards for each mission and brief the crew and engineers to guarantee continuity of purpose and goals.

When we are confident of the preflight condition of the airplane and the mutual knowledge of the crew and engineers, we conduct the flight. During the flight itself, we check the aircraft's configuration going into each test point, preventing needless repetition of these points. We either fill this role by flying in the aircraft or by monitoring the flight from the ground. In general, we provide a multidisciplined support effort through our knowledge of the aircraft and the systems onboard. Thus, as the data comes in, we can look at it to see if it makes sense. Finally, we look over the reports at the end of a program to make sure that the information presented is consistent with the configuration of the aircraft at the time the data were taken.

SIMULATION

- AEROSPACE ENGINEER
- COMPUTER SCIENTIST
- ELECTRICAL ENGINEER
- PHYSICIST
- MATHEMATICIAN

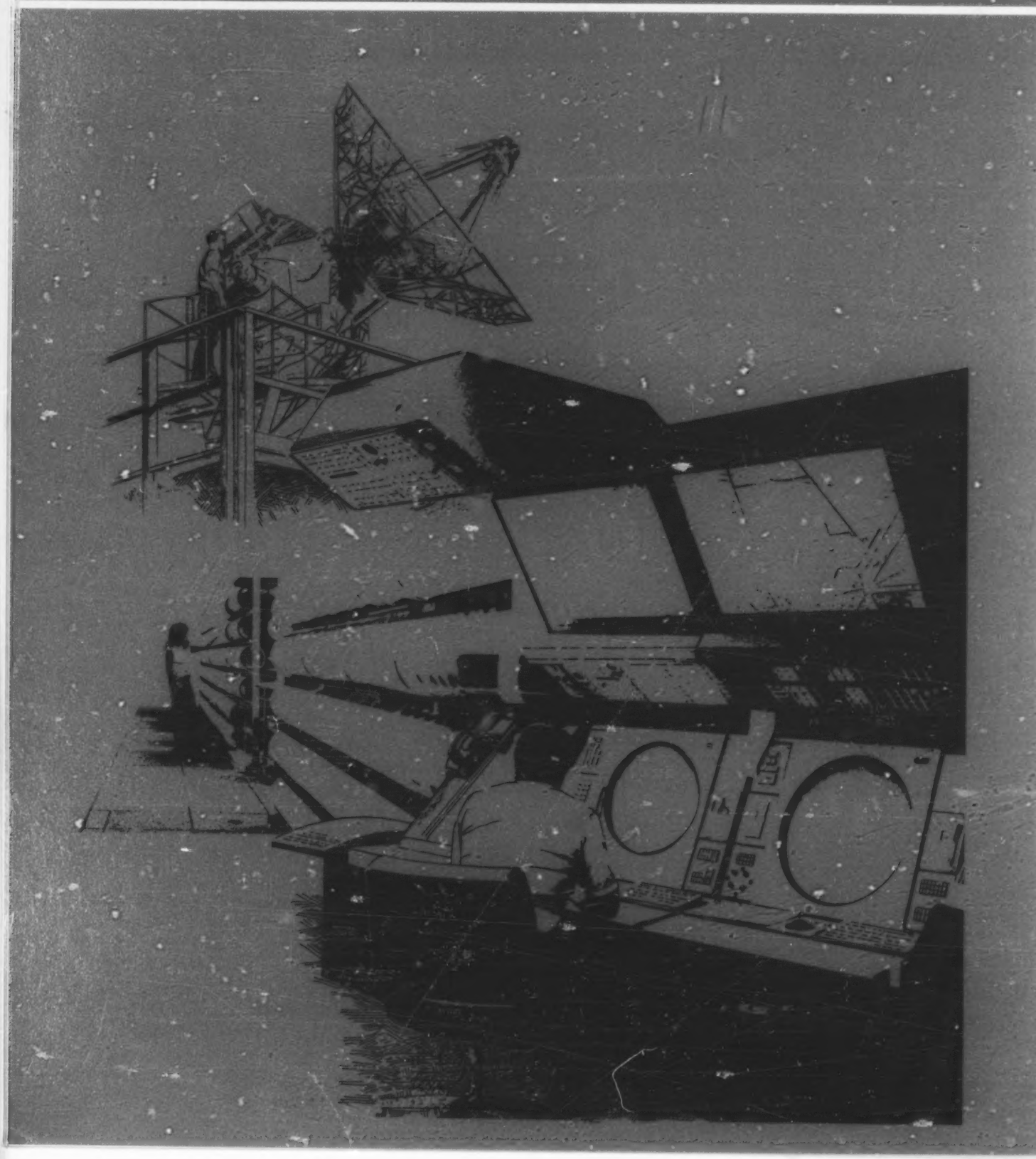
Top: IFAST building.
Bottom: AFTI F-16 simulator cockpit.

Because of the inherent hazards and high cost of flight testing, we minimize flight time by using computers to simulate the flight test conditions. We continually develop software which mathematically models various characteristics of the Center's many aircraft, as well as some off-location aircraft. We program these models, verify them against actual flight data, and then use them to predict conditions for future test points. In the test environment, we need to know approximately how an airplane or subsystem will behave in a given situation before we fly, and our simulations provide us with that knowledge. To improve our efficiency, we provide training for our people who develop these simulations, as well as some training for flight test engineers who actually carry out the missions. More than any other engineering team at the Center, we continually plan for the future because of the rapid advances in computer and simulation technology.

We operate some of the most fascinating avionics ground test facilities in the world. Our Integrated Facility for Avionic Systems Testing (IFAST) unit is a large simulation operation where we literally put an airplane inside a building and "fly" it. We don't actually install the airframe, just the "brains" of the airplane. We are thus able to explore avionics in joint airborne and ground operations as no other test center can. We can rotate projects in and out of this facility on a regular basis, so we are always deriving new simulation techniques for different types of airplanes and missions.

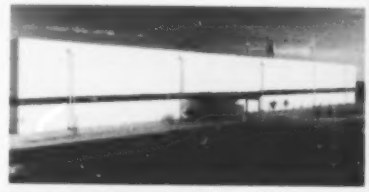
RANGE

- AEROSPACE ENGINEER
- COMPUTER SCIENTIST
- ELECTRICAL ENGINEER
- MATHEMATICIAN
- PHYSICIST



Clockwise from right: Bob Ellington (BSEE, Cal State University/Fresno) operates the Final Communications System at Ridley Mission Control Center. Pat Herrington (BSEL, Cal Poly/San Luis Obispo) uses a Video Bomb Scoring System to determine aircraft targeting accuracy. Ridley Mission Control Center.

Below: Rockwell B-1B doing a tower fly-by. A space positioning station on base.



At the Range, we are responsible for the acquisition, processing, and display of data in support of all flight testing at the Center. We also manage the Center's airspace, provide the scheduling service for flight test activity, and offer photographic support. Finally, we provide our own engineering expertise for the maintenance and upgrade of existing Range facilities.

We call upon professionals of diverse backgrounds to accomplish our support mission. To begin our work, we interface with various test projects to define the range requirements and coordinate their implementation within the Range. After determining these requirements, we develop or modify software and data processing computers to meet the projects' specific needs. We also make sure that our telemetry acquisition sites, processing equipment, and microwave data transmission systems will meet these needs. Our work is not restricted to the base itself: we have links with test ranges all over the United States, so we must coordinate with all of them. Once the testing begins, we man the Center's telemetry acquisition sites, instrumentation radars, space-positioning cameras, and other Range facilities. Finally, we inspect and maintain our equipment constantly to keep it operating properly at all times.

When a project begins testing, we combine the talents of all our people to form an extensive support network. We configure mission control rooms with communications, strip charts, CRTs and plotboards so that the test engineers can closely monitor their aircraft. We display different test parameters on the strip charts and CRTs, and we display radar data on the plotboards. In addition, we provide air traffic control to assist the test missions and to guarantee their safe completion. After a mission is completed, we process the data into tabular or plot format for analyses. When you multiply this operation by the 20 to 30 test missions we support each day, you can see the dynamic challenges that we face.

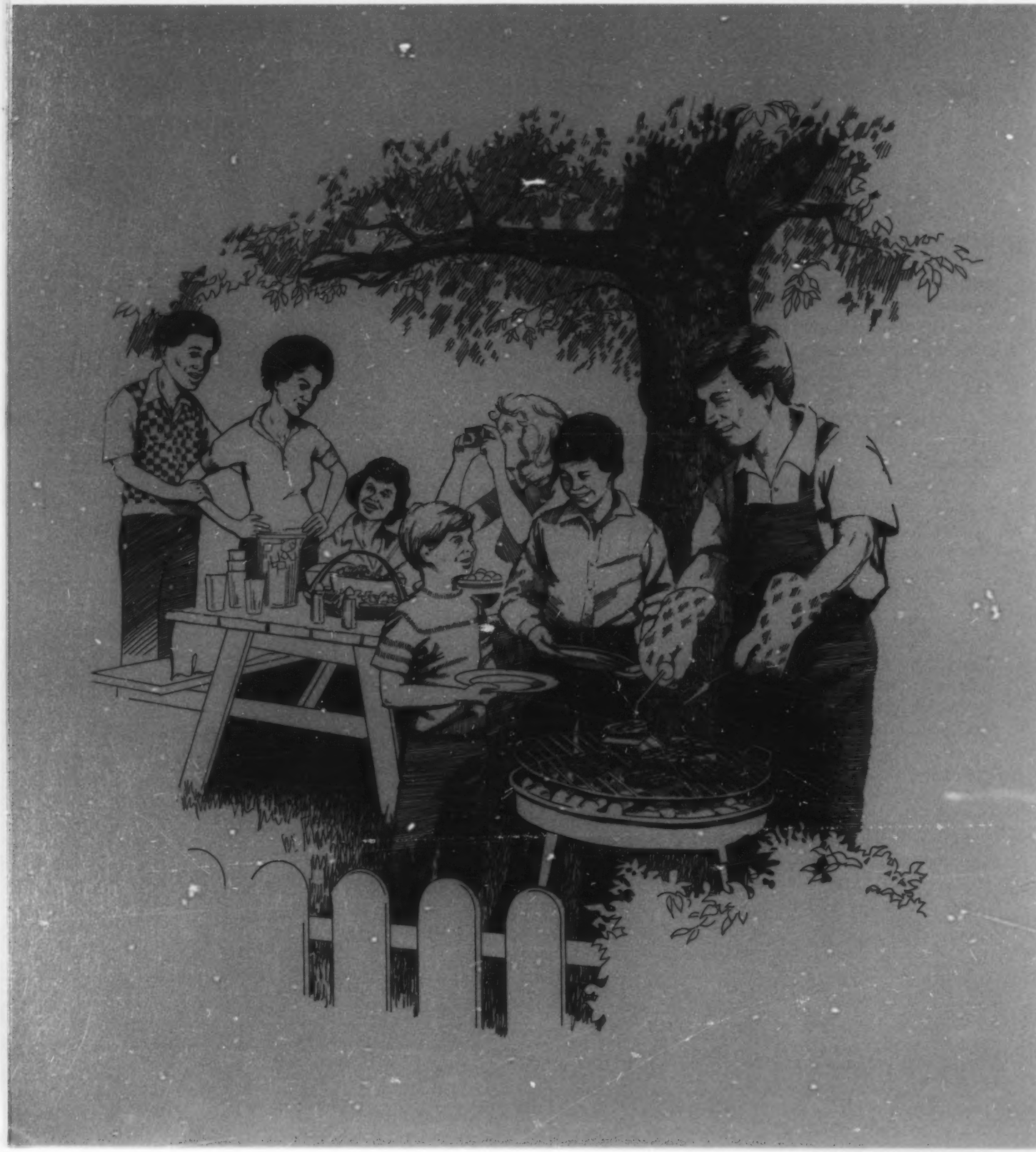
SCIENTIST AND ENGINEER CAREER DEVELOPMENT

To aid your career growth, we provide you with opportunities for self-development at every stage of your career. We start by sending you through an extensive orientation soon after you arrive. As you become more certain of your career goals, we tailor a career development plan which considers these individual interests and goals, both short- and long-term. You can update this plan as often as you wish: we want you to get the most out of the tremendous opportunities at the Center.

We encourage you to continue your technical education, so we have several programs designed to assist you in this endeavor. Besides on-the-job and current state-of-the-art training, we offer many short courses and full-time graduate studies in affiliation with local colleges and universities. These schools conduct graduate-level courses in engineering, aerospace management, business administration, and certain specialized subjects. You can obtain a master's degree without commuting to Los Angeles, and we pay the tuition for courses which are related to your work. If we select you for full-time study at the institution of your choice, we will pay all of your expenses, including relocation allowances and a full paycheck while at school. For this type of selection, we consider such factors as proven ability, technical promise, previous academic record, and self-development, in addition to how well your proposed course of study meets our current or anticipated needs.

Besides the more rigorous academic work, we encourage participation in technical symposiums and bring in highly-qualified experts from industry and the academic world to lecture and teach on current topics of interest. We also encourage you to publish and present your own papers in technical journals and at technical symposiums.

CIVILIAN BENEFITS



Insurance packages and days off for federal holidays are just some of the benefits offered.

We offer a wide variety of benefits to make your career at the Center all the more enjoyable for both you and your family. Once you are on the job, you will find that we offer generous leave for the new employee. Besides the 10 national holidays that we observe, we offer you 13 days annual leave during each of your first three years. In later years, we offer 21 days annual leave for 3 to 15 years service and 26 days annual leave if you have 15 or more years. If you have any active military service or prior government service, you will be able to count it as credit for leave purposes. In addition, you will accrue sick leave at a rate of 13 days per year.

We also offer significant medical benefits. We provide reasonably priced health insurance programs which offer several different options to meet your individual needs. You do not need a physical examination prior to accepting a plan, and you will not have a waiting period for maternity benefits. We also have disability compensation packages which offer up to three quarters of your regular salary if you suffer any job-related disability. You can opt for survivor benefits and group life insurance benefits as well.

Finally, we provide many smaller benefits such as incentive awards and extra time off for military obligations. We give out awards up to $25,000 through our suggestion systems. We solicit your beneficial suggestions and inventions, and recognize your superior accomplishments with monetary rewards. If you have a military draft or reserve obligation, we will still accept you and will even guarantee your restoration rights after completion of service. In addition, if you are a member of the Reserve or National Guard, we will grant you up to 15 days of military leave in addition to your vacation leave. We also have many other benefits that you may want to review before you make your decisions.

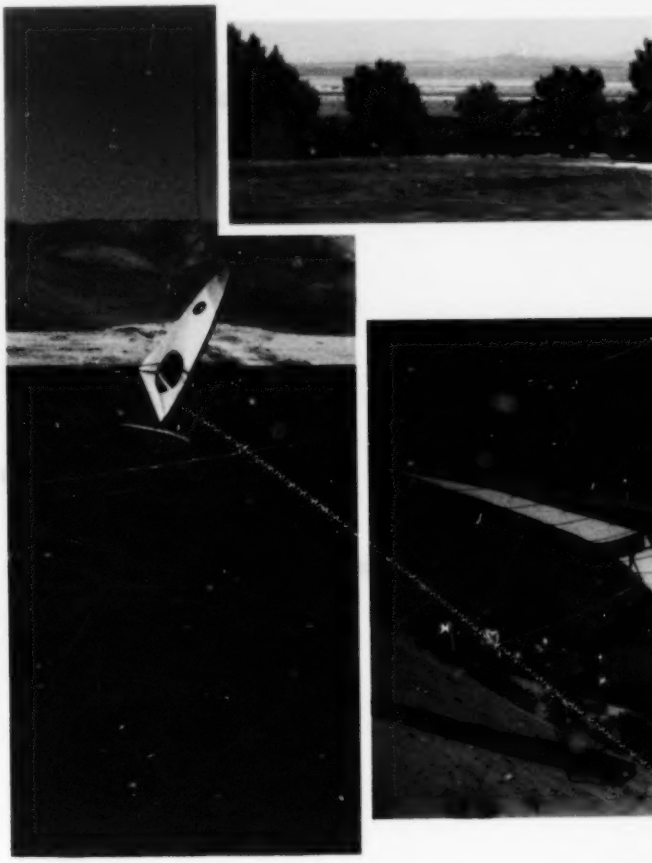
LOCAL AREA

MOJAVE
CALIFORNIA CITY
NORTH EDWARDS
FOUR CORNERS
BORON
EDWARDS AIR FORCE BASE
ROGERS DRY LAKE
AIR FORCE ROCKET PROPULSION LABORATORY
WILLOW SPRINGS
ROSAMOND
ROSAMOND DRY LAKE
AVENUE "D"
AVENUE "E"
AVENUE "F"
AVENUE "G"
AVENUE "J"
LANCASTER
HI VISTA
LAKE HUGHES
QUARTZ HILL
LAKE ELIZABETH
EL MIRAGE DRY LAKE
PALMDALE
SUN VILLAGE
LITTLEROCK
PEARBLOSSOM
VINCENT
ACTON
VALYERMO
PINON HILLS
PHELAN
GREATER LOS ANGELES

Lancaster, looking northeast towards Rogers Dry Lake Bed (Edwards AFB) in the upper right corner.

The Flight Test Center and Edwards Air Force Base are located about 90 miles northeast of Los Angeles in the Mojave Desert. The base is surrounded by the following boundaries: Highway 14 on the west, Highway 58 on the north, Highway 395 on the east, and the Lancaster city limits on the south. Highway 14 intersects Interstate 5 just outside of Los Angeles and then winds its way north through the mountains which separate the San Fernando Valley from the Mojave Desert. It comes out of the mountains at Palmdale, continues north through Lancaster, and passes the Edwards AFB/Rosamond exit. If you stay on Hwy 14 and continue beyond Rosamond, you will come to the town of Mojave. Mojave sits at the northwest corner of the base at the intersection of Hwy 14 and Hwy 58. If you head east along Hwy 58, you will pass exits to California City, the north gate of the base, North Edwards, Boron, the Air Force Rocket Propulsion Laboratory, and eventually Barstow. If you head north from Mojave, you can either go along Hwy 58 to Tehachapi and Bakersfield, or along Hwy 14 to California City and Bishop. With the exception of the more distant cities of Bishop (about 190 miles away) and Bakersfield (about 75 miles away), you can find a home in any of these towns. Let's look at each one in a little more detail.

If you drive to the southwest of the base along Highway 14 or exit the base's south gate, you will come upon Lancaster and Palmdale. These two communities form the heart of the civilian world around the base. Lancaster is a city of over 60,000 people and has most of the stores, restaurants, schools, medical facilities, and community and recreation facilities that you could want. Palmdale is about half the size of Lancaster, but the two have essentially grown into one fairly large community. You will find a wide variety of homes in this area: apartments for rent, condominiums and houses to buy or rent, and mobile homes to buy or rent. Both cities provide easy access to the cultural and entertainment advantages of Los Angeles, which is about 50 freeway miles to the south.



If you drive out the west gate of the base, you will pass through the small town of Rosamond. You will find modest living conditions in this town, primariiy smaller houses and mobile home facilities. The town's biggest attraction is Burton's Tropico Gold Mine & Mill, which is Southern California's largest gold mine. Each year, Rosamond also sports the International Chili Cook-off and the World Championship Gold Panning Contest.

If you drive out the north gate of the base, you can get to Mojave or California City by heading west along Hwy 58. California City is a small town of about 3000 people. You'll find a quiet environment with minimal facilities but a relatively low cost of living. Mojave is a hotbed of private and commercial aviation test activity. It also has a population of about 3000 people, but offers a much larger variety of facilities with a little higher cost of living than California City.

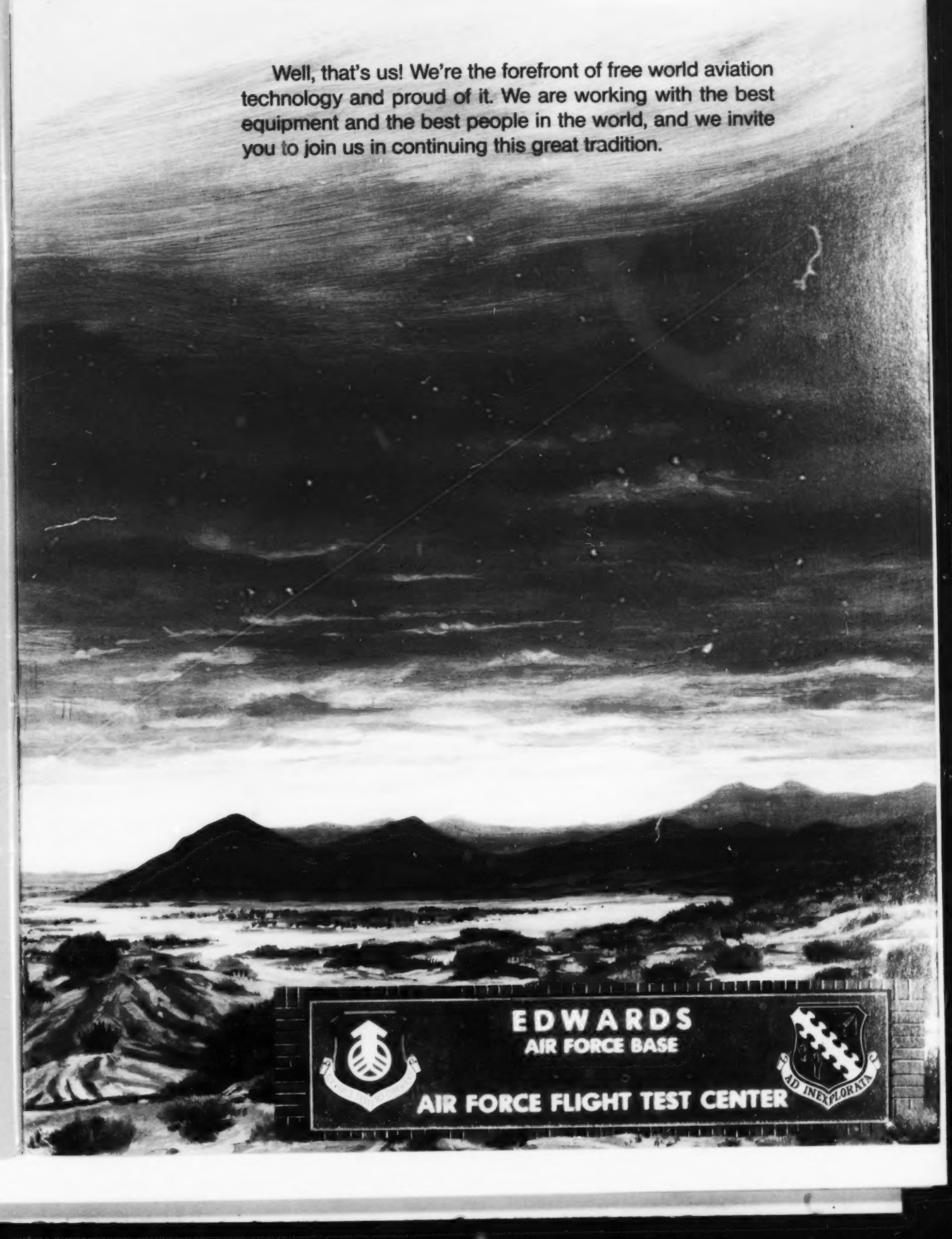
Looking beyond the immediate area, you will find that California, and the West in general, is a very exciting place to live. If you like being outdoors, the state has some of the most beautiful and majestic natural scenery in the world, and it is all relatively close. Sequoia National Park, home of the giant redwood trees, is only about 200 miles away while Yosemite National Park, featuring glacier-carved mountains and abundant wildlife, is about 300 miles away. Grand Canyon National Park, in Arizona, is nearly 500 miles from the base, but is still easily accessible and is certainly worth the trip. Other nearby natural attractions include the Colorado River Recreational Area (about 250 miles away), Death Valley National Monument (about 240 miles away), and Mount Whitney, the highest peak in California (about 150 miles away).

Below: Entrance to Burton's Tropico Gold Mine in Rosamond.

If you prefer sporting activities, California offers literally every type imaginable. Southern California is the most ideal spot in the world for soaring and hang-gliding. You will find many different glider ports near the base, including the ones at Tehachapi, California City, Rosamond, and El Mirage. If you enjoy skiing, you will find both water and snow skiing facilities within easy driving distance. Lake Isabella, nestled in the mountains north of the base, is about 90 miles away and has tremendous boating facilities. For snow skiing, you can go to Mammoth Mountain Ski Resort (about 250 miles away), or to the Mountain High and Holiday Hills Ski Resorts located just 45 miles south of the base. Beautiful Lake Tahoe is nearly 450 miles away, but makes a fantastic trip. Finally, the great California beaches, providing surfing, sailing, and swimming, begin less than 100 miles away.

If you fancy the big city life over the great outdoors, you will enjoy being centrally located to many large cities. San Francisco and Sacramento are less than 400 miles north of the base and Reno, Nevada is less than 500. If you enjoy gambling and other casino activities, Las Vegas is only 200 miles to the east. Los Angeles and San Bernardino are roughly 100 miles to the southwest and southeast, while San Diego and Mexico are about 250 miles to the south. So, as you can see, the Flight Test Center is far enough away to avoid the high cost of living and high congestion regions of the state, but close enough that you can share in the state's infinite opportunities for recreation.

MT SHASTA
RENO
TAHOE
SAN FRANCISCO
MAMMOTH LAKES
California
MONTEREY
MT WHITNEY
SEQUOIA NATIONAL FOREST
HEARST CASTLE SAN SIMEON
DEATH VALLEY
LAS VEGAS
BARSTOW
SANTA BARBARA
LOS ANGELES
SANTA CATALINA ISLAND
SAN DIEGO
MEXICO


Well, that's us! We're the forefront of free world aviation technology and proud of it. We are working with the best equipment and the best people in the world, and we invite you to join us in continuing this great tradition.
EDWARDS
AIR FORCE BASE
AIR FORCE FLIGHT TEST CENTER
AD INEXPLORATA

HOW TO APPLY:

SEND A RESUME OR REQUEST
FOR ADDITIONAL INFORMATION TO

6510 ABG/DPCA
STOP 108
EDWARDS AFB, CA 93523

OR CALL, 7:30am TO 4:30pm WEEKDAYS
(PACIFIC TIME)
1-800-545-0431 (OUT OF STATE)
1-800-221-2343 (IN STATE)
AND ASK FOR EXTENSION 2876.

CREDITS:

PROJECT MANAGER/AUTHOR:	2LT JOHN HUMPHRIES
INTERIOR ARTWORK AND LAYOUTS:	BOB JENKINS
COVER ARTWORK:	KEN BAAS
PHOTOGRAPHY:	TSGT SAM HOTTON AFFTC PHOTO BRANCH AFFTC HISTORY OFFICE